

Opportunities for Future Work

Based on the analysis of development permit data and stakeholder feedback, Administration has identified additional topic areas that require further analysis. Each one of these topics will require additional data analysis, research, and engagement and may lead to Zoning Bylaw amendments.

Alley Access for Multi-Unit Housing Developments in the Developing Areas

During the stakeholder interviews, internal City staff and industry participants identified that the alley access requirement for new multi-unit housing developments in the developing areas and in the RSM - Small Medium Scale Transition Zone and the RM - Medium Scale Residential Zone can be challenging. In some instances, the alley access requirement triggers alley upgrades to commercial standards, increasing costs. In addition, sometimes direct street access is required for emergency vehicles.

Administration will evaluate the effectiveness of alley access requirements in consideration of long term planning goals, within certain contexts in the developing area.

Review of the Mixed Use Zones

Feedback received from the interviews and conversations with City staff identified issues and challenges associated with the mixed use zones related to commercial frontage, stepbacks requirements, a lack of individual ground floor entrance rules for residential development, and issues related site design and circulation for large sites.

Based on this feedback Administration will:

- Review ground floor commercial requirements.
- Consider design regulations for individual at grade residential entrances, similar to those found in the RM - Medium Scale Residential Zone.
- Identify ways to improve awareness and understanding of the functionality of the mixed use zones, including updating the stepback diagrams and clarifying how the rules function as it relates to vertical and horizontal mixed use development.
- Improve site design and circulation for large sites in the mixed use zones and other zones as appropriate, which may include introducing regulations to address private roads.

Bike Parking Requirements

Bike parking requirements were highlighted by both internal City staff and industry participants as a challenge to meet. Some of the challenges noted include:

- Commercial bike parking requirements are too high for what businesses need and use.
- Bike parking space requirements and bike rack design requirements can take up significant developable space and do not provide opportunity to explore more compact alternatives without having to seek a variance.
- Challenges for supportive housing developments to meet requirements due to the cost and different operational needs.
- Bike parking spaces are located in areas that can feel unsafe due to often being placed in corners of parkades or behind fire rated doors. These locations can be underused as residents choose to store their bikes in their dwellings rather than in the provided bike parking spaces.

Administration will review bike rack design requirements and non-residential bike parking requirements.

Landscaping Requirements

Administration is not recommending making any changes to the landscaping requirements at this time. This is due to work already underway to ensure compliance with existing regulations, such as the forthcoming small scale residential landscape securities program, which is targeted to be considered by Council in Q1 2026.

Feedback did highlight some areas for further consideration regarding climate resilient landscaping, landscaped parking islands and low impact development:

- Some community participants advocated for more climate resilient landscaping.
- Industry participants highlighted concerns that the new landscape parking island requirements may result in fewer parking spaces due to the requirement for wider pathways and parking islands.
- Some industry and internal City staff noted issues related to low impact development (LID) where applicants are interested in exploring LID but are deterred by the additional approval time and costs associated with these features.

Administration will explore options for resilient landscaping practices on private property as part of Action 4 of the Climate Resilience Planning and Development Action Plan. This work will include identifying opportunities to increase the use of

low impact development and improve landscaping in parking lots and is targeted to be considered by Urban Planning Committee in Q3 2026.

Waste Collection Requirements

Through the interviews, participants identified various concerns related to the waste collection requirements. Administration has highlighted the need to review requirements for smaller multi-unit residential sites to provide a 1.5 m wide landscape buffer when parking, loading or waste collection projects into a setback.

Other features, such as fencing, could achieve similar screening objectives as landscaping to minimize visual impacts related to waste collection areas and parking. Administration will undertake further analysis to review the landscape buffer requirement in the residential, mixed use and commercial zones when waste collection and parking project into a required setback.

Administration has identified the need to expand waste collection access requirements to non-residential development in order to minimize off-site traffic impacts. Challenges include:

- Finding a location for waste bins for child care services in small scale residential zones where the site does not have alley access.
- Gaps in shared pathway requirements to waste collection areas for cluster housing developments.

Administration will explore options to revise waste collection requirements for non-residential development and small scale residential zones.